

## In the Claims:

Listing of Claims:

Claims 1 - 24 (previously cancelled)

25.(currently amended) A steering system for a utility vehicle, the vehicle having a front axle, a rear axle, a pair of front wheels, a pair of rear wheels, an internal combustion engine driving a mechanical drive for driving the rear wheels on the rear axle and a pair of electric drives, each for driving one of the front wheels, and a controller for controlling the electric drives and causing each electric drive to transmit a defined torque to a corresponding one of the front wheels, wherein:

when the vehicle is turning, the vehicle having a radial outer front wheel and a radially inner front wheel, the electric drive supplying a greater torque to the outer front wheel and supplying a lesser torque to the inner front wheel.

26.( currently amended) The steering system of claim 25 4, wherein:  
the defined torque is derived from an operating state of the vehicle and from an operator input.

27.( currently amended) The steering system of claim 26 2, wherein:  
the vehicle includes a front axle mechanical steering device, and the operating state comprises a steering angle of the front axle mechanical steering device.

28. (previously added) The steering system of claim 27, wherein:  
the steering angle is detected by a sensor.

29. (previously added) The steering system of claim 25, further comprising:  
a yaw rate sensor which senses a yaw rate of the vehicle, and the defined torque is derived from the sensed yaw rate.

30. (previously added) The steering system of claim 26, wherein:  
the vehicle includes an input device which can be used by an operator to change a direction of the vehicle.

31. (previously added) The steering system of claim 30, wherein:  
the input device comprises a steering wheel, a joystick, a pedal or a switch on a steering wheel of the vehicle.

32. (previously added) The steering system of claim 25, wherein:  
the defined torque is derived from a difference between an actual driving direction and a desired driving direction of the vehicle.

33. (previously added) The steering system of claim 32, wherein:  
the desired driving direction of the vehicle is derived from a defined travel route stored in a memory unit.

34. (previously added) The steering system of claim 32, wherein:  
a navigation system includes a remote transmitter which transmits navigation signals, and the desired driving direction is derived from the navigation signals.

35. (previously added) The steering system of claim 25, further comprising:  
a remote control system which includes a transmitter and a receiver on the vehicle, the remote control system allowing the vehicle to be controlled remotely.

36. (currently amended) The steering system of claim 25, wherein:  
the electric drive comprises an asynchronous electric motor, ~~and a reducing gear couples the motor to the associated wheel.~~

37. (previously added) The steering system of claim 25, wherein:  
a rotational speed sensor is coupled to each wheel.

38. (previously added) The steering system of claim 37, wherein:  
a rotational speed sensor is coupled to the electric drive.

39. (previously added) The steering system of claim 37, wherein:  
the defined torque is computed as a function of the rotational speeds of the wheels.

40. (currently amended) The steering system of claim 25 4, wherein:  
torque transmitted by the electric drive is computed as a function of a difference between a mean value of peripheral speeds of the rear wheels and the peripheral speed of the driven front wheel.

41. (currently amended) The steering system of claim 25 4, wherein:  
the torque transmitted to the wheel driven by an electric drive is limited when a threshold rotational speed of the wheel driven by the electric drive has been exceeded.

42. (currently amended) The steering system of claim 25 4, wherein:  
the steering system prevents varying the defined torque until a defined value of a vehicle operating state has been exceeded.

43. (currently amended) The steering system of claim 25 4, wherein:  
the electric drives are controlled in a non-linear fashion to optimize tire wear during large radius turns and to minimize turning radius during small radius turns.

44. (currently amended) The steering system of claim 25 4, further comprising:

a differential lock which allows the front wheels to be driven at equal peripheral speeds.

45. (currently amended) The steering system of claim 25 4, wherein: the vehicle can be steered by causing the electric drives to transmit differing torques to each of the front wheels.

46. (currently amended) The steering system of claim 25 4, wherein: the electric drives are controlled to counter-steer the vehicle when moving across a slope.

47. (currently amended) The steering system of claim 25 4, wherein: the electric drives are controlled to stabilize the vehicle.